



NORTHEAST HARNESS NEWS

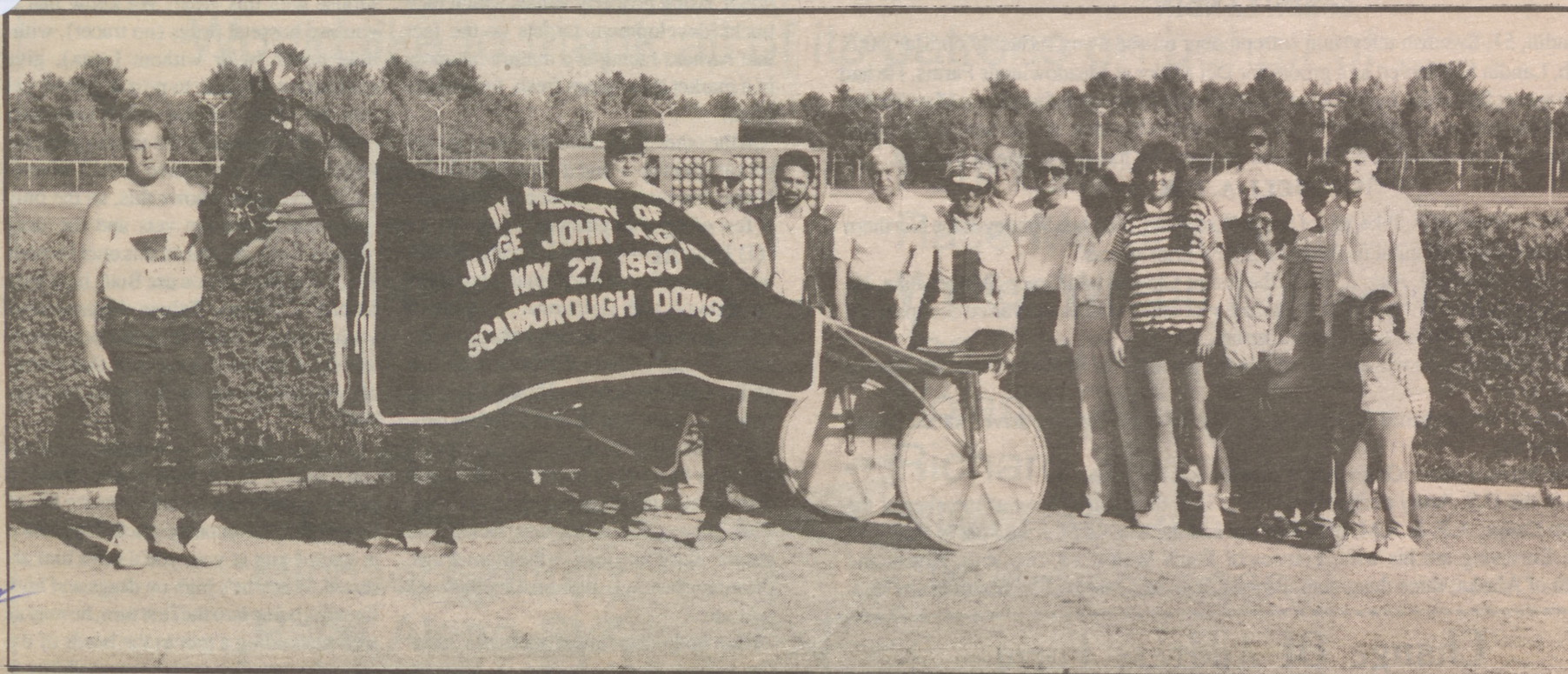
Vol. X No. 6

For Those Interested In The Standardbred Sport

June 1990

\$1.00

Second Class Mail
Biddeford, Maine



The members of the Scarborough racing office join in the winners circle for the John McGuire Memorial race. McGuire served as Associate Judge and Presiding Judge for a number of years at Scarborough Downs and passed away on March 17. Dave Ingraham drives to capture the Spring Championship.

***** Ingraham Takes Spring Championship *****

Dave Ingraham employed a consistently strong May to edge past Bruce Aldrich, Jr. and a fast-closing Leigh Fitch to end the Downs spring meet (March 3 to Memorial Day) first in the Scarborough drivers' standings with 84 wins. Aldrich, who led for most of the spring, wound up second with 79 victories, while Fitch, who did not begin driving in Maine until the final card of March, tallied 66 triumphs en route to a strong third-place finish.

Ingraham trailed Joey Mosher and then Aldrich by as many as six wins apiece throughout March and April, and he ended April five wins behind Aldrich, tied with Mosher for second place at 46 triumphs apiece. His win total for the first four weeks of May, however, stood at an impressive 38 trips to the winners' circle, enabling him to pull away from Aldrich in the week before Memorial Day. A five-card for Ingraham on Friday, May 25, was the high point for the meet to date in victories on one program; he has

enjoyed particular success with horses from the Ken Daigle (King Cody, Oval Master) and Dick Bartlett (Payton, Casino Brat) stables. Ingraham closed out the spring meet by teaming John Di Antonio's, Kinda Smooth N. to a 1:59 victory in the weekly Open, equaling the meet's fastest mile to date.

Aldrich meanwhile continues to surprise Downs observers, winding up a strong second with 79 trips to the winners' circle. A solid portion of Aldrich's victories have come aboard horses trained in his stable — Speedy Ron, Crewneck, and Ulster's Pride are all multiple-winners this meet. Aldrich ended March in second place, trailing Mosher, then moved into first after 27 trips to the winners' circle in April, and took 28 wins in May before Memorial Day.

After a somewhat slow start, perennial Downs driving champion Leigh Fitch, who took four consecutive titles in the mid-1980s, is making his presence felt, closing out the spring meeting with 66 victories. In contrast to past years,

Fitch is sporting a strong stable of his own (multiple winners include L.A. Mistress, Makin Mischief, and B.J.'s Daisy Mae), but, as always, the bulk of his victories have come via catch drives for virtually every trainer on the grounds. Excluding March, Fitch's position is even more impressive — he compiled 65 victories to 63 for Ingraham and 55 for Aldrich.

Downs newcomer Joey Mosher closed out the spring meet with a solid total of 62 wins, good enough for fourth place. The leader in the March drivers' standings when he picked up the lion's share of the drives for the sharp Elmer Balard stable, Mosher tailed off somewhat in May, taking only 16 wins. Nonetheless, his aggressive driving style has won him more than his share of regular fans, and he began picking up more drives for the powerful Charlie Smith stable as the spring meet closed.

Dude Goodblood and Jim Hardy ended the pre-Memorial Day standings tied for fifth,

both with 46 trips to the winners' circle. Hardy, who sports a training rating in excess of .400, found the bulk of his May victories coming from horses in his stable — Race Me Tara, Farbro Fay, Joy's Champ, Racealong Jonna; he also picked up a couple of wins in featured company aboard Edward Berry's Don Miguel. Goodblood, who began driving partway through the meet, presently is dividing his time between the Downs and Bangor, but he too has enjoyed considerable success with horses from his own stable.

Rounding out the top ten in what is shaping up to be the closest driving contest at the Downs in recent memory are Jim Apperti, Jr. (28 wins), Bob Sumner, who since has shipped to Bangor, (26 trips to the winners' circle), Eddie Davis, Jr., voted the most underrated Downs teamster in a Press Herald poll, (24 triumphs), and John Beckwith, who has taken several victories with the meet's top trotter, Lively Duke, (23 victories).

By K.C. JOHNSON

***** Important Dates & Upcoming Events *****

- June 1 — "Summer Sophomore Pacing Series"-Scarborough Downs (1st leg)
- June 2 — American Horse Council Convention begins at Hyatt-Regency, Wash. D.C.
- June 3 — Open house & clinic — Walnridge Farm, Cream Ridge, N.J.
- June 6 — A.H.C. tax workshop — Hyatt Regency Wash. D.C.
- June 6 — Belmont Horse Farm '90 begins at Belmont Park, N.Y.
- June 8 — "Summer Sophomore Pacing Series" Scarborough Downs (2nd leg)
- June 9 — The Belmont Stables — Final leg of the Thoroughbred Triple Crown-Simulcast at Scarboro 5:30 p.m. (Post 6:30 p.m.)
- June 9 — Matinee racing at Goshen

- June 10 — "Bangor's Best Pacing Series"-Final Bangor Raceway
- June 14 — Saratoga Amateur Driving Club Final-Saratoga Raceway.
- June 15 — County Raceway opener-Presque Isle, Maine.
- June 15 — "Summer Sophomore Pacing Series" Scarborough Downs (3rd leg)
- June 15 — H.T.A. final deadline for annual Art Competition entries with \$7,500 in awards.
- June 16 — Carroll's Mixed Horse Sale-Felton, Delaware.
- June 21 — Maine Harness Racing Commisison meets in Augusta.
- June 22 — "Summer Sophomore Pacing Series" Scarborough Downs (4th leg)
- June 29 — "Summer Sophomore Pacing Series" Final-Scarborough Downs.

Important U.S.T.A. Notice

A very important rule change will affect the eligibility of 1989 foals for registration with the United States Trotting Association. It is as follows:

Rule 26. Section 2(f). "For foals of 1989 and thereafter. In order for a foal to be registered the application for registration, the mating certificate and the fee for registration must be submitted to the Association no later than July 1 of the yearling year."

This rule requires that everything for 1990 foals must be submitted prior to July 1, 1991 instead of December 31, 1991 as in the past.

Freeze brands should be included as a part of the markings on the application for registration.

Obituaries

SOREN LANDIN

Soren Landin, 51, Swedish television entrepreneur passed away suddenly on May 30th. As a youth, Landin had served as a groom for Del Miller at Meadowlands Farms. He had attended the recent festivities for Miller at Pompano and returned to Sweden in May. He had also arranged the sale of a number of trotters exported to Sweden. At the time of his death, May 30th, Landin was planning a T.V./video package for harness racing in Sweden.

WENDELL A. PIKE

BRIDGTON — Wendell A. Pike, 68, of South Waterford, died late Sunday at the Northern Cumberland Memorial Hospital in Bridgton after a brief illness.

He was born in Waterford, Aug. 5, 1921, the son of Clayton and Grace Skinner Pike. He attended grade schools in Waterford and was a man of many talents and varied occupations. He was an inventor as well as a skilled craftsman.

At the time of his death, he was employed as a lift operator for Shawnee Peak Ski Area in Bridgton.

Wendell will be remembered in racing circles as breeder, trainer, driver, of the tough Blackguard horses.

He raced the Maine circuit, Green Mt., Hinsdale and Foxboro.

He served in the U.S. Army during World War II in the Pacific. He was member of the Mount Hiram Lodge, A.F. & A.M. of Waterford and the Ronald St. John Post of the VFW in Harrison. Surviving are his wife, Frances of South Waterford, two sons, Ernest and Thomas both of Alaska; three daughters, Brenda, Joan and Marie all of South Waterford.

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Letters To The Editor

An open letter to the racing community

In its' last session, the Maine legislature passed LD2412, a bill which allows a governor appointed committee to study the harness racing industry and its economic impact on the state. I urge anyone with an interest in harness racing to keep in contact with this committee.

Granted, many of harness racing's problem are out of our immediate control. We can do nothing about the economic slowdown, rising property values which race tracks development targets or the fact that harness racing is a mature business in a market that values fresh, innovative ideas.

On the other hand, there are many things we can change — and these are the issues I hope this study committee will address. A few of my thoughts on:

(1) Integrity — If you are really honest with yourself, you know that integrity is conditional and situational — given a fair opportunity the average person is basically honest. Deny the same man this ability to adequately feed himself and his family — then you have a different situation. The survival instinct takes over — and this basically honest human being does whatever it takes to make ends meet. Thus, in regards to harness racing, the tougher the going gets — the more drugs, the more cheating, the more ineptness we will see.

What bothers me most about the integrity issue is not the horsemen, who are basically victims, but, the people and institutions who have "run the show" for so long. When horsemen watch the politics of state government, racing commissions, judges, track owners, etc. that have been, in many cases, anything but honest, it's awfully hard to convince these horsemen that integrity is the best method.

Integrity has a great trickle-down effect — it starts at the top and works its' way down. If people see high standards at the top, they will try to live up to those standards. When people distrust the leadership and their rules, they will action bad faith — and this has been happening in racing for many years. Horsemen have looked to the top for leadership — and that leadership has failed them.

(2) Commission — Instead of a part-time quasi-volunteer committee, how about a full time paid commissioner, and an advisory committee? While we're at it, how about giving this person some clout (not only authority, but power to enforce)?

(3) Rules — We've had these obsolete things around for fifty years. How about writing these to fit today's racing? While

we're at it, how about making them tougher?

(4) Judges — Let's keep the few good ones we have and get rid of the rest of them. How about letting the state hire judges, so they'll be able to make the tough calls without fear of reprisal?

(5) Off-track wagering — Like it or not, it's a fact of life! Tracks need income as much as horsemen. Let's just make sure the rules protect our in-state live racing!

(6) Drugs — We're playing Mickey-Mouse with this issue! We know that if you use hospital drugs (no tracer), withhold water (w/or without Lasix), give medication so close to post it doesn't get into the urine, or use other ingenious methods of cheating the testing process, you can beat a positive test. Unfortunately, everyone knows this, so the only real winners are the vets and the drug pushers. Let's get real on this one! Personally, I don't care if you use Bute, but I sure do care if you use Talwin, because now you're using a "hard" drug and potentially letting an unsound horse race that probably shouldn't be racing. Suggestions, anyone?

(7) Driver testing — Another issue we can't afford to be lenient on. When a person is on drugs, he threatens the life of every other driver on the track. If he aimed at loaded gun at you, you'd have him arrested. When he's high on drugs and high lines his horse into the first turn, he may as well be holding a gun to the heads of the other drivers. Our initial responsibility is to the other drivers in the race. Period! After that, if a driver has a drug problem get him help — but keep him off the track until he's cured!

(8) Economic impact — This is one of the only businesses that doesn't do research to know where it stands in the marketplace. It's time to do some homework.

(9) Entertainment — Forget that you grew up thinking harness racing was a sport. It's entertainment — and our competition is every restaurant, movie theatre, amusement park, etc. in a twenty-five mile radius of a track. How can we compete effectively?

In closing, remember that most of our problems are caused by using yesterday's technology in today's world. If we, as an industry, are to survive and grow, we must use whatever talents each of us has to rebuild this industry, and not continue to tear it down. We have the talent — let's use it!

Sincerely,
Audrey Gerry
President, M.S.B.O.A.

SHARP AS HORNET-STING



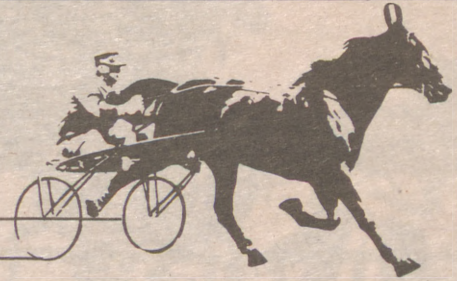
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A press conference held at Bangor Raceway previous to the opener was well attended by members of the media. Questions were fielded by those in attendance to members of the Boss Park panel (l. to r.) Owen Butler-Director of Racing, Tom Wiley-Presiding Judge, Mike Dyer-Publicity, Roger Smith-State Steward, Jeff Soussaud-Chairman Boss Park Board, Pat Blanchette-Councilor.

Early Bangor Opener

By Jean Emerson

On Friday, May 18th, first nighters at Bangor raceway turned out in force to welcome harness racing back to the Queen City. Although the weather was chilly, the rain held off for the opener and \$91,910. was pushed through the windows.

This is the first time this year that two race meets are running concurrently. With a tightening of the economy, plus weather less than good, a drop in the parimutuel handle was to be predicted. However, the

four day Memorial weekend netted \$326,466.

In view of a serious horse shortage, Bangor has decided to continue the four day meet without adding the fifth day. Racing will be conducted with a 7:30 post on Wed., Fri., Sat. and on Sun. at 1:30 p.m.

There are still some stalls available at Bangor for those interested in racing at the friendly Downeast track.

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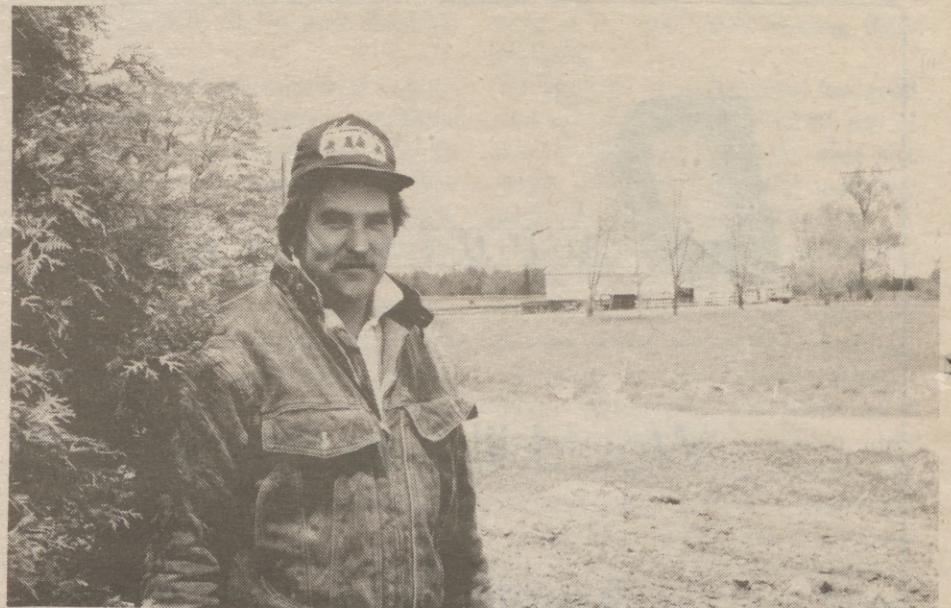
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EQUINE THERMAL IMAGING



The Sun Shines Brightly At 7B's

By JEAN EMERSON



Chris Blomgren at 7B's Farm on the Higgins Rd. in Pittsfield with the main barn and farmhouse in the background.

The next time you're journeying North on 95 and have some time to spare, take the Pittsfield, exit west, five miles to the Higgins Road. You will be impressed with the Standardbred operation at 7B's Farm.

In 1976 John Bomgren, an electrical contractor from Cochranton, Mass. and his wife, Rosalie purchased this farm and 368 acres. The livestock at that time was Herefords and the crop was hay.

In 1979 when son, Chris, graduated he decided on the Maine farm as his residence. For the next five years there was plenty of work to be done. The entire facility needed to be refurbished and updated. Chris met and married wife, Rhonda, and they had two children, Heather and Jerri. The family settled into the farming business.

About 1984, in the process of selling hay, Chris met Carl Hopkins of Troy, Maine. Carl was racing a very decent stable of horses at the time and agreed to take Chris to the next Meadowlands sale.

The first horse purchased by the Blomgrens was the mare, A Million-ares. The Blomgrens raced the Maine circuit, later adding Pedal Pusher to the stable.

In the spring of 1987, with horses needing vet care, Chris trucked down to the new facility that Tufts University opened in Grafton, Mass. Here he and his father

met farm manager, Paul Ducharme.

Ducharme, always well versed in the Standardbred business, mentioned to the Blomgrens that there were some well bred broodmares for sale at Schaefer Farm. It was precisely at this point in time that 7B's Farm turned the page and started on the long term venture of becoming one of the area's top facilities for Standardbred horses.

With direction from Ducharme ten broodmares in foal to Storm Damage and Bret Hanover were purchased by the Blomgrens, as foaling stalls and paddocks started taking shape at the farm.

Now, three years later the venture comes full circle, as the first crop will be offered for sale.

With stock out of such producers as Besta Laura, Happy Time Gal and Queen's Girl this venture has a good chance of becoming very successful.

Recent renovations at the farm include a completely refurbished second barn, extra paddocks, run in sheds, a large pond, a workshop-garage and living quarters for hired help. Future plans include the development of a half mile track, a hot walker and high speed treadmill insuring the exercising of horses in all types of weather.

It looks as if you can bet on 7B's in the years ahead. It's a family operation, doing things the right way. Visitors always welcome!



Broodmares and foals graze in the large paddocks adjacent to the newly refurbished barn at 7B's Farm.

Harness Profile: Frank H. Hall Jr.

By JEAN EMERSON

Frank Hall Jr. 53, is a native son, born in Guilford, Maine attended local schools and with a serious interest in athletics and coaching migrated naturally to the Farmington campus.

It was during the college years, when he worked to supplement student expenses at Sargents Restaurant, that he became interested in harness racing. In the early '60's Farmington had a very popular Fairgrounds attracting ship-ins from all directions. Race fans congregated at Sargent's and before long the young Frank Hall was caught up in the summer racing scene. He worked part time for Peanut Millette and quickly learned the basics. In 1960 he purchased his first horse, Real Elkington, a free-legged pacer for \$250. and his racing career was launched.

Harness racing became a family affair for the Halls. Frank Sr. and brother Edgar all became involved. Their stable included the tough Borderviews - Dick, Nick, Diane and Duke; all bred by Harold Birmingham of Presque Isle.

After graduating from college Frank taught at Mattawamkeag and supplemented his winter salary by coaching and refereeing both basketball and baseball. Naturally summers were spent at the race-track.

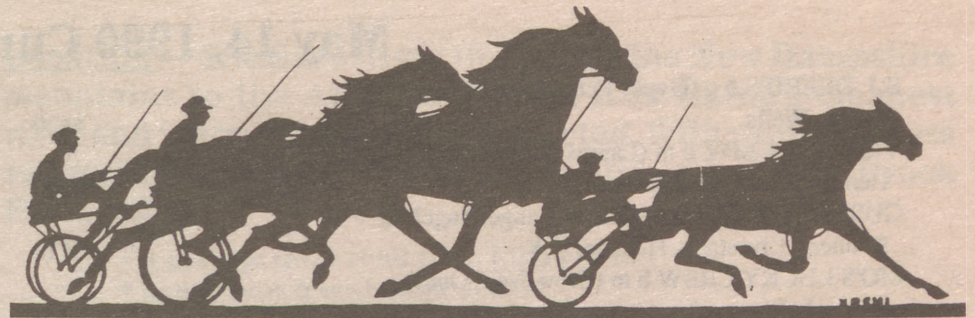
Teaching jobs followed at New Sharon, Brownville and Mechanic Falls with harness racing expanding from Maine tracks to Suffolk, Rockingham, Hinsdale, Vernon and Foxboro.

In 1968 Frank Hall Jr. secured the first S.B.A. loan in Maine and purchased the old New Gloucester Fair track from Harold Ralph. The next four years were spent on improvements; as he resurfaced the half mile oval, put in a new water system and built two new barns. He now had a 30 stall facility and raced 8 to 10 horses in the early 70's for Alice Knowlton, Charles Horn, Richard Campbell, Charles Coon, Charles Beckwith and Bud Haley.

In 1974, Hall was hired by Ogden's, Tom Shehan, to be an associate judge at Scarborough Downs, and a new career was launched. From 1975 to 1980 Hall served in various capacities at Foxboro, Midwest Harness - Henderson, Ky, Lewiston Raceway and as Race Secretary at Scarborough Downs in 1986-87.

In 1988 Frank returned to training and racing and was stabled at the New Gloucester facility that he had refurbished ten years previous. When Francis Inman retired to Perth, N.B., Hall trained for Frank Garcia.

In 1989 he worked the Fairs and was presiding judge at Farmington. This year, Frank will serve as Race Secretary at Bangor's Bass park. As a native son he has been the entire route, and has served from lean years to green years. A tight economy will be taken in stride and the job will get done. Diehard New Englanders have learned to adjust. Frank Hall Jr. is a survivor.



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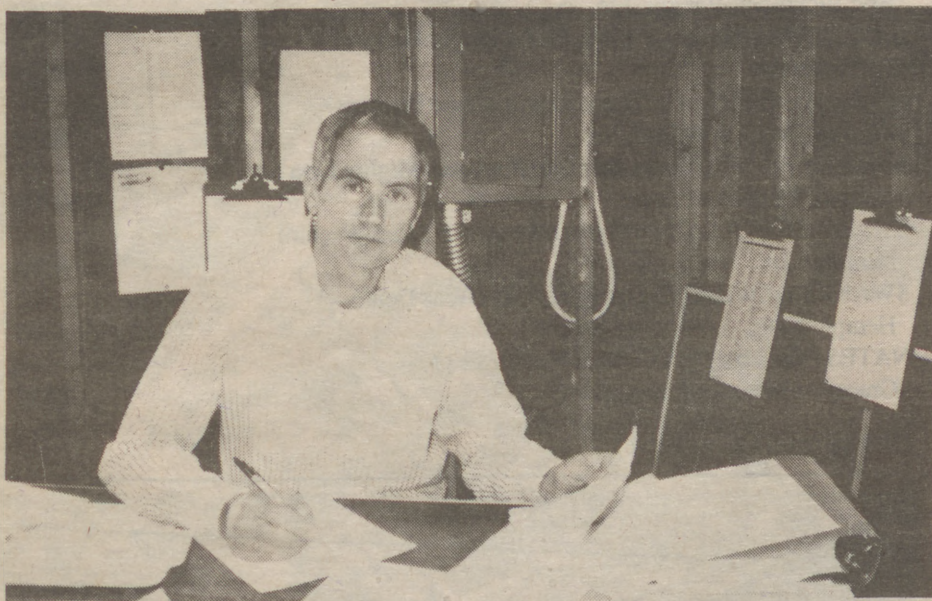
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Frank Hall Jr. serves as Race Secretary at Bangor for the 1990 season.



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Pine Tree Mixed Sale

May 14, 1990 Cumberland Raceway

B.J. DEERIPS b g (Gypsy Pete-Golden Countess)		CASTLETON WILL ch g (Signed 'N Sealed-Beloved Hanover)	
Steven Wells	\$450	Myron Littlehole	\$1450
VIBRANT LADY b m (Lauras Skipper-Vivacious)		T.J.'S MONEY b g (Money Supply-Avon Matilda)	
Hemphill, No. Vassalboro	\$480	James Heap, Farmington Falls, Me.	\$525
GUSSIE IS FUSSY b m (Rusty Range-Angelita)		CASH'S IDEA b m (High Ideal-Miss Cash Adios)	
Kennedy Livestock, Hudson, N.Y.	\$410	Nelson Reynolds, Fairfield, Me.	\$700
MO'S LUCKY CREW b m (Crew-Next One)		SCARLET FANTASY br m (Scarlet Skipper-Debbie Laverne)	
Kennedy Livestock	\$350	Bill Thomes, Eaton, N.H.	\$425
LISA'S STRIDE b m (Trusty Dream-Cape Pine Bettor)		PIRATE MISCHIEF b h (Pirate Skipper-Dagmar Diller)	
Lilian Bellmore, Woolrich, Me.	\$450	Hemphill	\$390
CRANBERRY BOG b r (Best Jeffery-Rosarita Beach)		NUKES NIGHTMARE b m (No Nukes-Not Even Close)	
Al Webster	\$210	Bill Thomas	\$1500
PERKENNS STAR b g (Trusty Dream-Quick Star)		SLATES EXPRESSION b m (Lindy's Crown-Stately Guildler)	
Vernarm Brann	\$650	Melvin Osgood, Portland, Me.	\$750
WHOS THAT LADY b r (Royal Reward-Helen's Lady)		CHARLOUS PRINCESS b m (Charlou's Crescent-Linige By Speed)	
Richard Rose, Topsham	\$675	Al Webster	\$435
MILES END SIS c h (Miles End Steve-Miles End Ida)		CRANBERRY SKIP b g (Peanut Gallery-J M Frill)	
Al Webster, Maple Hill Rd., Auburn	\$375	Harold Ralph, Waldobor, Me.	\$525
RACE ME DENISE b m (Justin Passin-Sizzling Laurene)		CRAN MEADOW PEANUT br g (Peanut Gallery-J M Frill)	
Geoffrey Reynolds, Fairfield	\$600	Elmer Ballard, Lewiston	\$775
Gaelic Nobility b c (Sheryl's Number-Napoleon's Queen)		MAGIC CURRENT br m (Crosscurrent-Roan Magic)	
Harold Ralph	\$7200	Jase Inc.	\$1300
THE LAKE CHAMPLAIN b g (Hey Chris-Truelady Seal)		DR SAM T b g (Arndon-H.R's Crown Jewel)	
Mitch Gallant	\$340	Lillian Bellmore	\$800
BAT FREIGHT b g (Bat Man-Freight Freight)		ILLINI PERRY b g (Armbo Perry-H.T. Flora)	
Warren Strout, Bradford, Me.	\$725	Clinton Conant, Canton, Me.	\$1600
SHE'S A RUNNER b k (Sir Butler P.J.-Gussie Is Fussy)		MUZZLE FLASH b m (Artillery-Misty Flash)	
Carlton Chamberlain	\$450	Francis Gilmore	\$1650
UNNAMED YEARLING b r (Cavalcade-Gussie Is Fussy)		RECESSION PROOF b h (Jonquil Hanover-Armbo Prissy)	
Carlton Chamberlain	\$475	George Chamberlain	\$2800
RADIANT KING b g (Honkin Andy-Radiant Light)		SENOTIME b g (Senor Skipper-Time Worthy)	
John E. Lohnes, Union, Me.	\$1100	Mike Cushing	\$1200
CHAMPAGNE JULIE b m (Bruce Gimble-Miss Julie Ann)		ANCIENT TREASURE br m (Ancient Mariner-Isabelle W)	
V. Brann	\$1300	Jo Marks, Hallowell, Me.	\$700
ILL BE DIPPED b g (George Allen-Glimmer Lobell)		CAPTAIN HONOR blk g (Captain Courageous-Melvin's Stockings)	
Delbert Ellis	\$2600	Earl Richard, Dexter, Me.	\$1000
ROBTOWN KRIS b m (Skipper Walt-Miss Katie Caleb)		CROWN TIME FELLA ch g (Most Luck-Harriet Kelly)	
Tina Quirion	\$1850	Eric Bickmore, Bangor, Me.	\$750
CLASSIC LACE b m (Miles End Steve-Byes Lady)		BRIGHT PLAINS br g (White Plains-Bright Hanover)	
George Chamberlain	\$490	J.L. Wheeler	\$675
CERISSA b m (Wade Hanover-Riot Act)		AWAKITE HIGH ch g (High Ideal-Awakite Princess)	
Al Webster	\$440	Warren Strout, Bradford, Me.	\$650
LILLIE O LEE b m (Praised Dignity-Cerissa)		MIGHTY NANCY blk m (My Bill Forwood-Mighty Lisa Lee)	
Hemphill Inc.	\$410	Dana A. Delisle	\$2700
CARRIES BEST b m (Best Jeffrey-Carrie Of Raymond)		SWANZEY HOLLY b m (Scotch Banker-Jeannie Weenie)	
George Chamberlain	\$600	Hemphill Inc.	\$380
REBEL CROWN b g (Yankee Bambino-Crown's Lady)		SWANZEY SWINGER b m (Song Man-War Dona)	
J. DeSteffano, Buy Back	\$1300	Hemphill Inc.	\$380
KENO BAMBINO blk m (Tut Bambino-Dells Bell)		NATES RUM b g (Nate Lobell-Rum Vicky)	
Bruce Inah, Mt. Vernon, Me.	\$1500	Grace Veilleux, Auburn, Me.	\$450
SCRAPPY GO ON br g (Ironstone Al-Miracle Speed)			
Harold Ralph	\$2700		

(Horses not listed were out)



Congratulations to Bruce Ranger and Lisa Giannelli who were married on June 3rd in Rhode Island. They will be racing at the Meadowlands this summer, then back to Pompano in the fall.



In the first two year old races of the year, held as part of the Saturday morning qualifying program on May 26th, Gordon Corey teamed Mr. Romy G. (Mr. Jim Bob) to a win with quarters in 32.1:04.2-1:36.1 for a mile in 207.2. Mary Ann Molnar

FOR SALE Farm On The Saco River In Southern Maine

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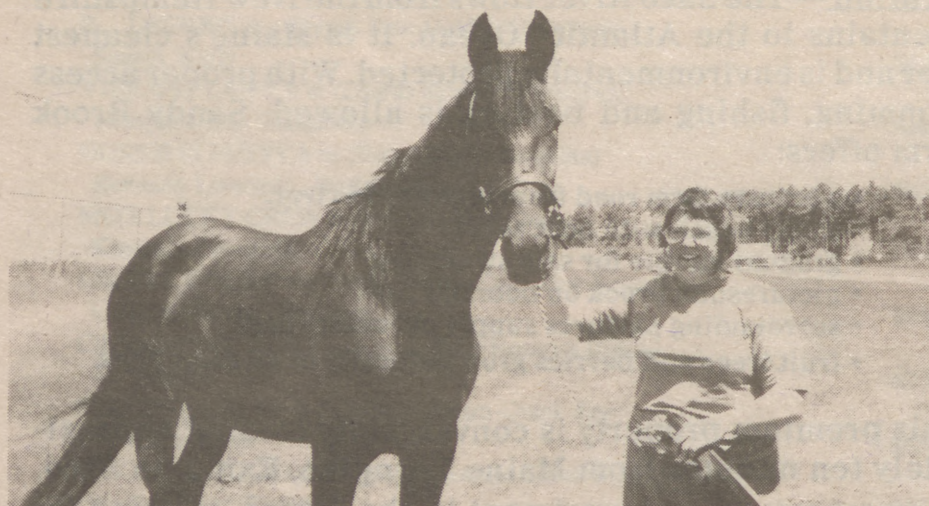
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An aerial view of Sandy Brook Farm indicating boundries from the Boom Road to the Saco River encompassing 40+ acres.

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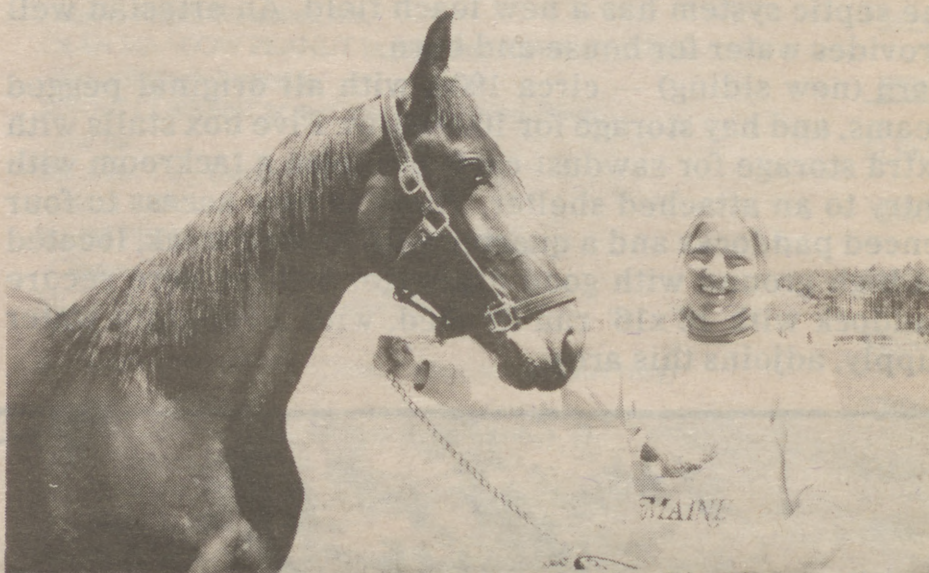
G.M.'s Kalin (Springfest-Glinka Marvel) at the Gordon Corey Stable for owner Bill Thoms.



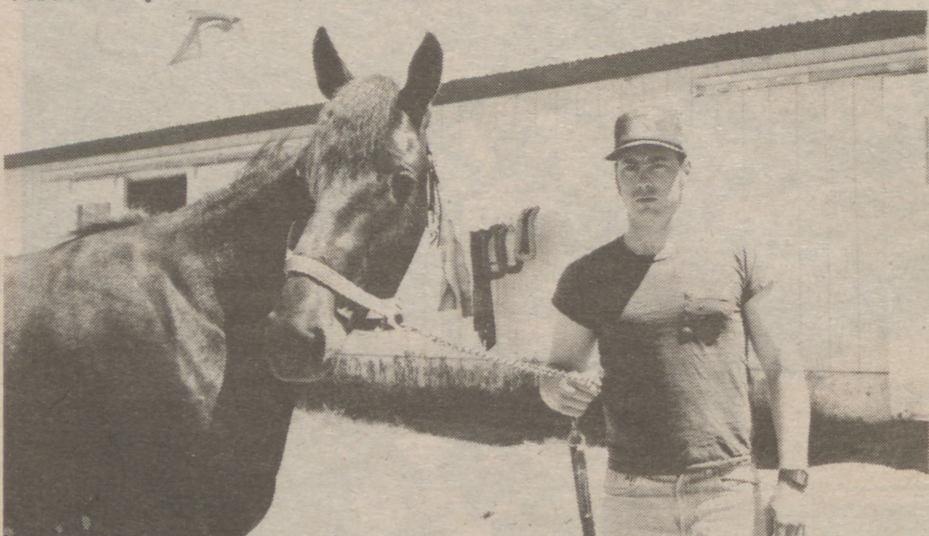
Amos (Skipper Gene Marx-Mighty Irish Peg) with Junior Fields for owner Roosevelt Susi.



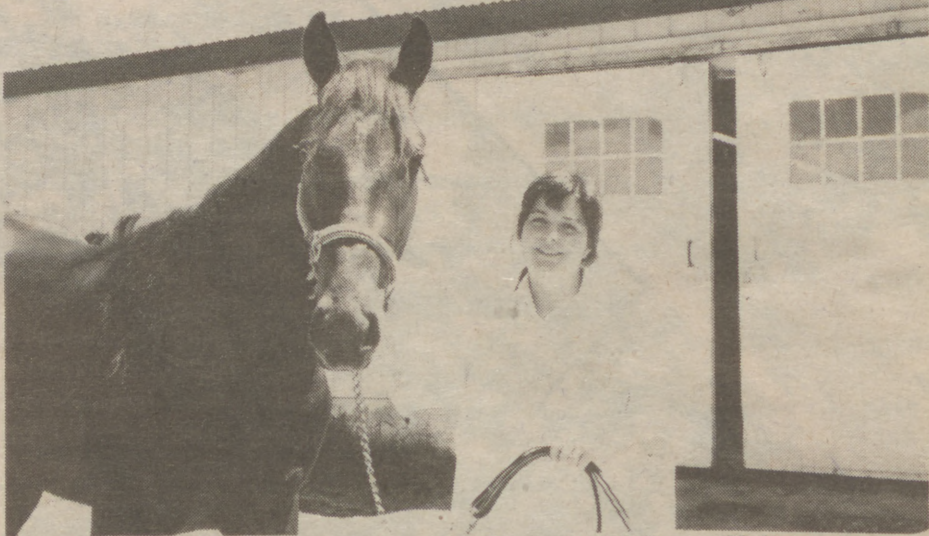
Bettor's Jewel (Trusty Dream-Cape Pine Bettor) with Kevin Switzer for owner Gordon Gray.



Hocks Socks Salty (Armbro Blaze-First Peach) with Allison Hines for owner Nancy Levi.



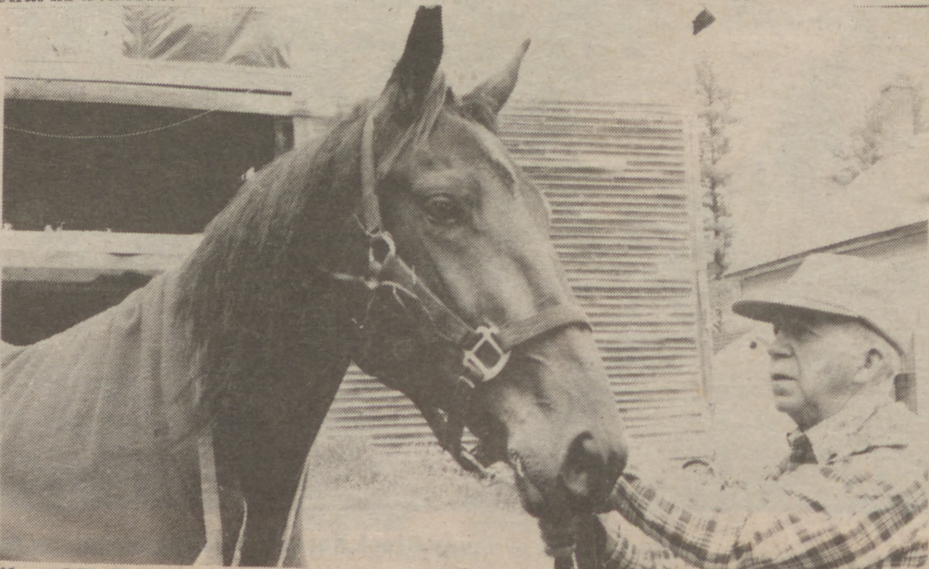
Final Supreme (Skipper Knox-Chinbro Sue) with Kevin Howell for owner Ival Cianchette.



Private & Special (Persuadable-Bouquet Of Roses) with Penny Hall for the Don Richards Stables.



LOOK ABROAD (Broadway Premier - Jodi Overlook) with Valerie Grondin for owner Clyde Crane.



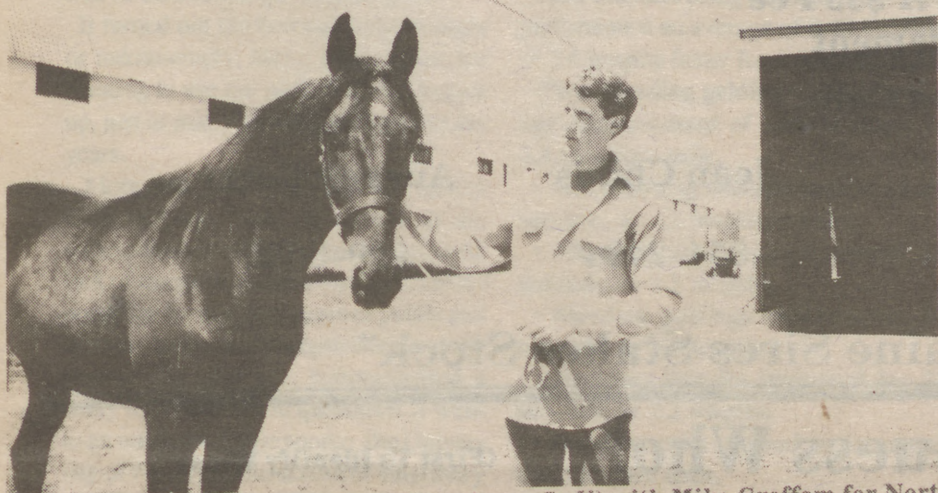
Railroad Lady (Springvest-She's My Freight) with Arnold Miles for owner Chuck Kelley.



Frisky By A Wisker (Ruck A Chucky-Nevele Gwen) with Mitch Gallant of 4 Leaf Clover Stable.



Laddie Anxious(Laddie Angus-Miss Election Day) with Eric Bickmore for owner, Miles Francis.



Sharp Looker (Kawartha T. Barr-Hurricane Judi) with Mike Graffam for Norton Farm.



My Bill Roger (My Bill Forwood-Mainstream) at the Strout Stable for Dr. A. Chow.



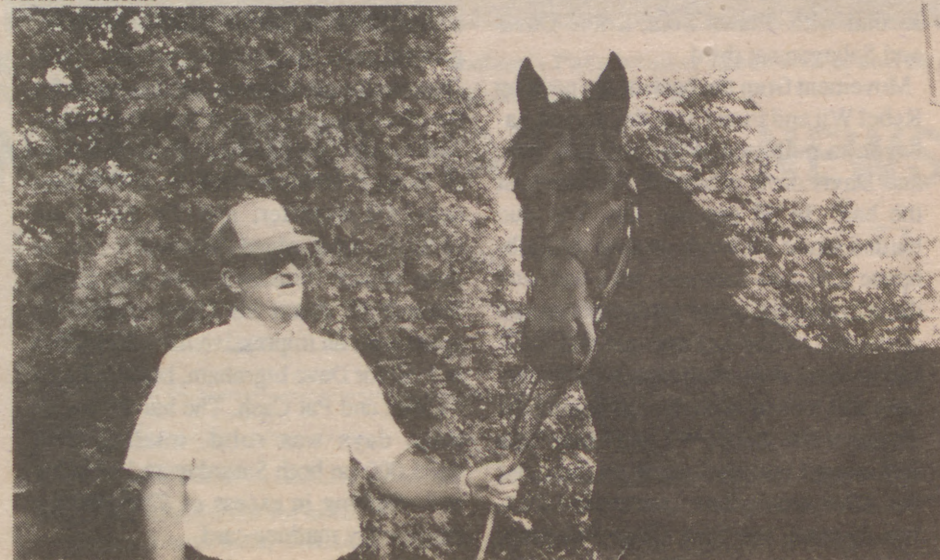
Gaelic Demon (Tell Me When-Del Crest Barb) at the Jim Brown Stable with owner Florence LeClair.



Barney's Shadow (Barney Blue Chip-Bay State Ginny) with Jim Brown for owner Richard Gillis.



Patrick O'Sullivan (Bamf-Molly Collins) and Dominec Watson for Cass Stables.



Uncle Wayne (Springfest-Take 'Em By Storm) with Chet Emerson for owner

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Shawn Sota Captures New Horizon Final

By K.C. JOHNSON

Dave Ingraham capped off a sensational May by teaming Shawn Sota (Bret's Don — Tiny Widow) to an upset victory in the \$6000 final of the New Horizon pacing Series, held at the Downs on Monday evening, May 28.

The draw (favorite First Class Bill drew the six hole, the worst post of the contenders), and previous series action (four different horses took elimination heats) all but guaranteed an exciting final, and that was exactly what occurred. First Class Bill was sent to post as the heavy favorite, but it was Bob Sumner and DCR who stormed to the early lead, angling into the stretch after a snappy initial eighth to bring the field to the quarter pole in a brisk 28.3 seconds. Ingraham came away second with Shawn Sota; Eddie Davis and Sabayon sat third.

Movement from the back of the pack by Rebel Wil and First Class Bill forced Sabayon to pull around the paddock turn, and Davis drew alongside Sumner past the half in 59 seconds flat. The duo battled stride for stride around the clubhouse turn, but Sabayon, who had won the previous leg, never could push up into command, and by the three-quarters, DCR had withstood the challenge, with Shawn Sota still tucked in on the rail behind the leaders while Rebel Wil and First Class Bill moved into contention on the outer tier. After passing three-quarters in 1:29.1, Jim Apperti and First Class Bill made their expected three-wide move, but DCR,

who had not won in the series, proved gamer than expected, and maintained the advantage into the stretch, when a fatigued First Class Bill began to drift wide. Ingraham seized the opportunity, easing Shawn Sota off the rail and then charging hard through the stretch to get up in the final strides over a determined DCR. First Class Bill held third; the remainder of the field included Rebel Wil, Shannon's Barrett, Bloodstock's Wind, Sabayon, and O.K. Hill. Shawn Sota returned \$6.00 to win.

In other Memorial Day weekend action, the summer speed show began, as the weekend witnessed five miles paced below the 2:00 barrier. Tony Brannigan and Jockey Shorts returned to form with a sharp 1:59 triumph on Saturday, May 26, gliding past an overmatched Mr. Dow Jones in the stretch to equal Searights for the meet's fastest mile. Later on the card, Jim Apperti teamed two sub-2:00 pacers to victory: Mellow (1:59.1), 1990's first sub-2:00 distaffer, and To The Fore (1:59.4), who edged Sinamon's Son in deep stretch. Sunday's card saw Kinda Smooth N. assert his Open credentials again with an impressive first-over score in 1:59 for Dave Ingraham, besting Bret's Caliber and Pat Cash. The handle for all three days was solid, totaling over \$165,000 on both Saturday and Monday and climbing in excess of \$205,000 for the Sunday matinee card.

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HARNESS TRACKS
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Weekly TRACK TOPICS

The Scientific Evidence Is In: Now What Excuse For Using Lasix?

For years now horsemen, principally thoroughbred horsemen but more and more harness horsemen of late, have been bombarding racing commissions for the right to use furosemide, better known by its trade name Lasix. Commissions in virtually all jurisdictions have obliged and accommodated them, relying not on scientific evidence (since there was none) of the actual effects of Lasix, beneficial or otherwise, but on the horsemen's word that they needed the stuff to race 'bleeders', horses that show traces of blood from the lungs, either visibly at the nostrils or on endoscopic examination.

It turned out the horsemen, knowingly or unknowingly, had a good reason for wanting to use the stuff. It moves horses up, just as many have suspected over the years.

More than two years ago the Jockey Club in New York, concerned at the widespread use of furosemide despite the lack of scientific data on what it did or did not do for horses, and aware of public and in some cases press scepticism as to the reasons for such use, commissioned a study to answer those questions. It went to an unimpeachable source, the University of Pennsylvania school of veterinary medicine, one of the most respected research centers in the world. Penn assembled a team of top veterinarians who have specialized in respiratory bleeding — Drs. Corinne Raphael Sweeney, Lawrence R. Soma and Abby D. Maxson — assisted by researchers Joseph E. Thompson, Susan J. Holcombe and Pamela A. Spencer. The actual field study began on July 13, 1988, at Philadelphia Park race track, and ended Feb. 1, 1989. Then followed months of detailed analysis of the data.

This week came the day of reckoning. In the May issue of the prestigious American Journal of Veterinary Research, Drs. Sweeney, Soma and Maxson published their findings. They were explosive.

The New York Times, among others, obtained an advance copy of the study and broke the May 7 release date by three days, but it did not lessen the impact of what the study showed. If anything, it heightened it, for the Times headline writer had it right in a four-column, front sports page banner that read, "Study Says Lasix Improves a Horse's Speed but Not Its Health". The University of Pennsylvania release put it this way: "The diuretic furosemide, commonly administered to race horses who suffer from 'bleeding', a disorder known as exercise-induced pulmonary hemorrhage (EIPH), improves the racing performance of horses who do not suffer from the disorder, a new study has shown."

The Penn release also said, "In the course of the study, the Penn researchers found

that the drug failed to stop bleeding in 32 (62%) of 52 bleeders treated with the drug. Furosemide also failed to prevent the development of bleeding, after racing, in horses previously considered to be non-bleeders. When given the drug, 62 of 235 non-bleeders (26%) were bleeding after racing.

How much does Lasix move up a horse in actual time and distance? Using three different measures of analysis, the Penn researchers gave specific figures for the 79 non-bleeding thoroughbreds they studied:

- Non-bleeders using Lasix improve their performance an average of 0.48 seconds, or 2.4 lengths faster for a one mile race.

- Non-bleeding geldings showed average improvement of 1.08 seconds, or 5.4 lengths a mile.

- Non-bleeding females improved .42 seconds, or 2.1 lengths a mile.

- Bleeders using Lasix improved .26 seconds, or 1.3 lengths.

- Bleeding geldings improved by .56 seconds, or 1.3 lengths.

- Bleeding females improved by .23 seconds, or 1.2 lengths.

- Bleeding colts showed no improvement in race time.

** It is interesting to note the statistic for non-bleeding geldings — in view of the fact that most claiming races utilize geldings and that there is more use of Lasix in claimers.*

The Penn study shows clearly that Lasix is an artificial medication that enhances the ability of a thoroughbred, and shows further that it has questionable medicinal value for bleeders. It is likely to be quickly challenged by horsemen and some of the veterinarians who serve them, but the results of the Penn study will be difficult to refute.

The next question — and the important one — is what racing commissions in North America will do now about Lasix. The hue and cry of horsemen for it will not abate, and may increase now that they know for certain that it moves horses up. But the commissions also know that now, with hard scientific evidence — not horsemen's claims — to back them up. One commission that does ban Lasix — New York — was quick to comment. Its chairman, Richard F. Corbisiero Jr., said, "We wish to congratulate our scientists at Cornell University who, early on and at the risk of great criticism, advised us to ban this drug 48 hours prior to race time. We are gratified that New York's position on the use of Lasix has been vindicated." If other jurisdictions fail to follow suit knowing what they now know, or at the very least institute extremely stringent restrictions on Lasix use, they run the risk of subjecting racing to serious doubts about its intentions and integrity.

Water for Horses

JOHN P. BAKER
Department of Animal Sciences
University of Kentucky

An adequate supply of clean water is absolutely essential for horses. Water constitutes 68 to 72% of mature horse's total weight on a fat-free basis, and can make up as much as 80% of a foal's weight. These contents cannot vary appreciably without serious consequences for the horses. Any horse's minimum water requirement is the sum of all water losses through the feces, urine, sweat, and that lost through evaporation from the lungs, as well as that required for any productive use, such as milk production and growth. Lactation may increase water needs for the mare by as much as 50-70% above that required for maintenance.

Since horses are produced and maintained for athletic purposes, the influence of exercise on water needs is especially important. Work can increase the requirement for water as much as 20-300%. Change in total body weight has been suggested as the most accurate means of estimating water losses, with some horses losing 5-10% of body weight during endurance rides. In cases of foal diarrhea, fecal water losses can be substantial and may impose a serious health hazard for the foal.

One of the most important factors influencing water consumption is the dry matter intake, with needs estimated at 2-3 liters of water per kg of dry feed for horses on a maintenance ration. The type of ration also has been shown to have an influence. The water-to-feed ratio for horses

on all-hay diets was 3.6:1, while that for those on hay-grain diets was 2.9:1.

Environmental temperature also has a marked effect on water needs, with four-fold differences in consumption seen for horses at -18° C and those at 38° C.

Water Quality

The quality of water supplied to horses is very important, and there are many cases where water available to horses may have an adverse or toxic effect. A high salt content may result in water being undesirable, or in some cases unfit, for consumption. In some areas pollution of the water supply may occur from stagnant or run-off water containing disease organisms or from industrial wastes. Some industrial wastes may contain elements which are toxic for animals. The National Research Council (NRC, 1974) published the following list of recommended upper limits of potentially toxic substances in drinking water for livestock and poultry:

Safe upper limit (mg/l)

Arsenic	0.2
Cadmium	0.05
Chromium	1.0
Cobalt	1.0
Copper	0.5
Fluoride	2.0
Lead	0.1
Mercury	0.01
Nickel	1.0
Nitrate nitrogen	100.0
Nitrite nitrogen	10.0
Vanadium	0.1
Zinc	25.0



Rain Crystal, a full sister to former President's Pace winner Ideal Wilco, and her Armbr blaze colt pose in the paddock at Dream On Farm.

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Here We Go Again

by PHIL PINES

One might think, given the history of Birmingham Turf Club and Canterbury Downs (the latter \$80 million track now owned by Tyner and Hartman of Detroit for less than \$14 million and soon to be operated for them by Ladbroke Racing) that the zest to build hugely expensive race tracks might have subsided a bit.

Apparently not. Now comes word that Benjamin Simeone Jr., a land developer whose Simeone Properties is based in Stoughton, Massachusetts, wants to build in an interesting juxtaposition of philosophical approaches a new \$75 million track in Wrentham, a semirural town of 8,400 that also is the home of a Trappist monastery. Mr. Simeone links his plans to getting legislation passed for 10 off-track betting theaters, and says if that doesn't happen he'll build an industrial park on the 225-acre site his firm now owns.

While the fate of this project and Massachusetts racing hangs in the balance, another suitor of racing in that state has withdrawn. HTA director Ted Snell, executive vice president of Atlantic City Harness and Freehold Raceway and vice president of Freehold's parent Wilmorite Inc., has told Massachusetts newsmen that Wilmorite has "put on hold" its announced intention of building a combined shopping mall and track off route 146 in Uxbridge in south central Massachusetts. Snell said that unless existing laws governing racing in Massachusetts are changed, there was no way Wilmorite would consider building a track on the 300-acre site it has an option to purchase, and he doubted that any other tracks would be built either. Snell said Wilmorite decided to back off after completing a financial review of the proposal. "When our economic study came back it was clear it would not be financially feasible to continue under the existing tax structure in Massachusetts" Snell said. "Right now, under existing laws," he added,

"no one could afford to build a track or even get a loan from a bank."

In another interesting Massachusetts development Codex Corporation the subsidiary of Motorola that fought a no-holds, 9-year battle against environmentalists (including harness racing interests) to build its headquarters on historic old Prowse Farm now finds itself with a \$62 million white elephant. Codex bought the farm, which had been a turn-of-the-century training grounds for some of America's greatest harness horses and a Massachusetts landmark at the foot of the Blue Hills, for \$1 million in 1977. It promised to retain some of the farm's historic old buildings, but bulldozed them in a pre-dawn change of heart and finally, with the blessings of then Gov. Michael Dukakis, built a temple of ostentation that included mahogany floors and a tropical atrium. Today only 30 computer operators remain out of the 420 employees who worked there from September of 1986 to December 1989. Codex is asking \$62 million for the building but is having trouble selling it. "Most companies don't need something that grand or elegant," a Coldwell Banker realtor said recently, and some dozen covenants come with the building. Those who fought it, led by harness racing writer Harvey Robbins, gained those concessions, which include a provision that livestock must be raised on the property (there are eight horses there now); no additions or separate buildings can be constructed; only one access road is permissible; and the office building must be available for public educational use. One broker said, "We're not (advertising) that the property has deed restrictions that need an act of the Legislature to change....(the asking price) is just too much money, and you can't do anything with it other than move in."

How about an exotic OTB parlor with an historic harness racing touch?



Larry Miller, New Race Secretary at Monticello.

Miller To Monticello

MONTICELLO — Larry Miller has taken over as racing secretary at Monticello. He replaces Bruce Munn. Miller, 41, comes to the Mighty M after a five-year stint as racing secretary at Quad City Downs in East Moline, Ill. "I'm no stranger to East Coast racing," the Bronx-born Miller said. "I was weaned on New York-style racing."

Miller brings some fresh new ideas and a new approach to arranging races. Just recently he has reinstituted conditioned racing and is in the process of writing some late closing series for the horses competing at the meet.

"I think that the conditioned system is the best," he said. "It's the fairest and if an horse can't do in conditioned events he'll have to race in claimers. With this system horses have a better chance to earn money and bettors will have more competitive races."

"I believe it's the responsibility of the racing secretary to see that all the participants are offered a chance to make money. I try to write races where even lesser calibre horses have a chance to add to their bankrolls." By putting conditions on some claiming races, especially the

bottom class, Miller believes that everyone will make some money. "When you put the non-winners together somebody will come out a winner," he reasons.

Miller began in the racing office in 1982 at Lexington's Red Mile working as assistant to Warren DeSantis. Along the way he was assistant race secretary at Foxboro Raceway, Balmoral Park and at Louisville Downs. In 1984 he was named racing secretary at Audubon Raceway in Henderson, Ky, a capacity he served for three years. He began his five-year stint at Quad City Downs in 1986. Larry was also racing secretary at Sports Creek Raceway in 1987.

Miller graduated James Monroe High School in the Bronx in 1965. He received an A. S. Degree in Animal Science from the State University of New York at Farmingdale in 1967 and graduated with a Bachelors Degree in Animal Science from Ohio State University in 1969. From 1969 through 1971 Larry was in the Army and worked at the United States Military Institute for infectious diseases in Frederick, Md. under the Surgeon General. Miller who is single, will reside in Monticello, N.Y.

Manzi Elected President Of U.S. Harness Writers

MONTICELLO — John Manzi, Director of Publicity and Public Relations at Monticello Raceway was elected national president of the United States Harness Writers Association (USHWA) at the groups recently completed convention on April 22 in East Rutherford, N.J.

Manzi, 46, has been an employee of Monticello Raceway since 1974 and the track's Director of Publicity since 1980. He will serve a two-year term.

"I am thrilled with the honor of being the national president," Manzi said. "It's especially gratifying to me as I really worked my way up through the ranks. I started in this industry with a pitchfork in my hand and have been a groom, a trainer, an owner, a driver, an assistant racing secretary, a racing secretary, a publicist and a harness writer."

Manzi has been an officer of USHWA for six years and a member for 17 years. The United States Harness Writers As-

sociation is a group of writers, broadcasters, photographers and public relations people whose goal it is to keep the sport of harness racing in the public eye. The national organization is made up of 13 chapters located in various hotbeds where harness racing is prevalent. There are over 400 national members.

Manzi belongs to the Monticello-Goshen Chapter USHWA where he serves as that groups executive secretary; a position he has held for over ten years.

One of his goals as president will be to unite the U.S. harness writers with the Canadian writers. Manzi states. "I'd like for us one day to be the Harness Writers of North America."

Also elected at the meetings were Marv Barchrad, first vice president; Leon Zimmerman, second vice president; Bill Brown, secretary; Alan Prince treasurer; and Allen Finkelson, chairman of the board.



U.S.H.W.A. 1990 National Officers (l to r) Leon Zimmerman, 2nd V.P.-Marv Bachrad, 1st V.P.-John Manzi, Pres.-Allen Finkelson, Chair of the Board-Bill Brown, Sec.-Alan Prince, Treas.

Pompano Wrap-Up

By JOE HARTMANN

POMPANO BEACH FL — Solid attendance and handle totals through the final month of the season helped Pompano Harness Track wrap up its 1989-90 season on very solid footing.

Following a strong final week that showed a seven percent increase in attendance and a 28 percent increase in handle over the numbers from a year ago, Pompano Harness closed out its season with nearly identical attendance and handle averages from a year ago. It was the culmination of a surge that began in late February with the introduction of Pompano's highly successful Saturday night cash giveaways.

In attendance, Pompano Harness finished the 1989-90 season with a nightly average of 4,336 down just 1.3 percent from the nightly average of 4,397 for the 1988-89 season. There was even less difference in nightly handle figures. Pompano finished the season with a nightly average handle of \$442,510 compared to an average of \$446,765 for a year ago. The total difference in handle was less than 1 percent.

A strong month of April pushed Pompano Harness to its strong late showing. For the final month of the season, Pompano handled \$9.7 million this season. That figure compared with \$8.5 million for the same period of a year ago. The increase was more \$1.2 million for the month and indicated an increase of 14 percent over the previous year.

Also impressive were Pompano's attendance figures for the final month of the season. The track attracted 94,308 in the month of April compared with 91,929 in April 1989. The figure indicates an almost three percent increase in attendance over the same period a year ago.

The 155-night, 1990-91 championship harness racing season at Pompano Harness Track will open on Saturday night, October 6 and run through April 27, 1991. Post time nightly will remain at 7:30 p.m. The season will feature the \$1 million Matron Stake Series and all 12 races in harness racing's most prestigious series, The Certified Vacations Breeders Crown.

Is Harness Racing Fencing Out The Fans?

By BOB LOWELL

In an ever increasing world of competition, harness racing is getting shuffled back. While other sports-oriented businesses are going right on by, racing's leaders are wondering what happened.

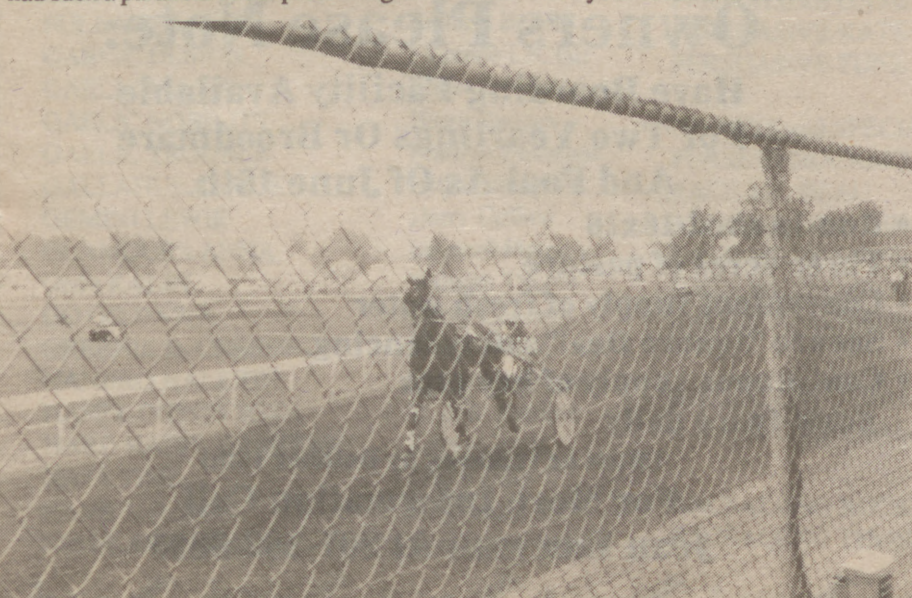
While there is no panacea to patch up all the problems, let's try taking down the fences that keep the fans away. For starters, why not take the fans back stage with race paddocks that give the fans a chance to witness behind-the-scenes activity. The former Gorham Raceway had its paddock adjacent to the grandstand and it afforded the fans a good vantage point. A roving reporter with a mini-cam could be helpful in existing paddocks. What's wrong with drivers and trainers talking with fans and signing autographs over the fence? For years harness racing has had such a paranoia about preserving the

integrity of the sport that it fenced out the fans it was protecting.

Many of the out-of-town drivers that come to Scarborough for feature races like the President's Pace, offer positive comments about the former running horse paddock behind the grandstand. Last season Jeff Cameron, grandson of Hall of Famer Del Cameron, told the Northeast Harness news how nice that it was.

In addition to satisfying curiosity, the patrons would have the opportunity to be better acquainted with the sport and how it functions, especially if qualified personnel could explain it. The racing business has the challenge of educating as well as entertaining.

How else are we fencing out the fans? Take a look around and write a letter to the editor with your ideas and observations.



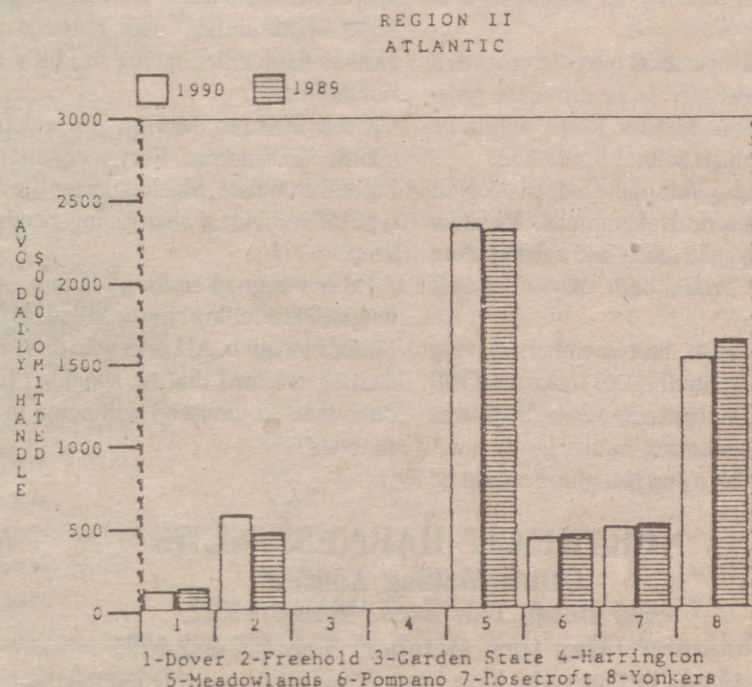
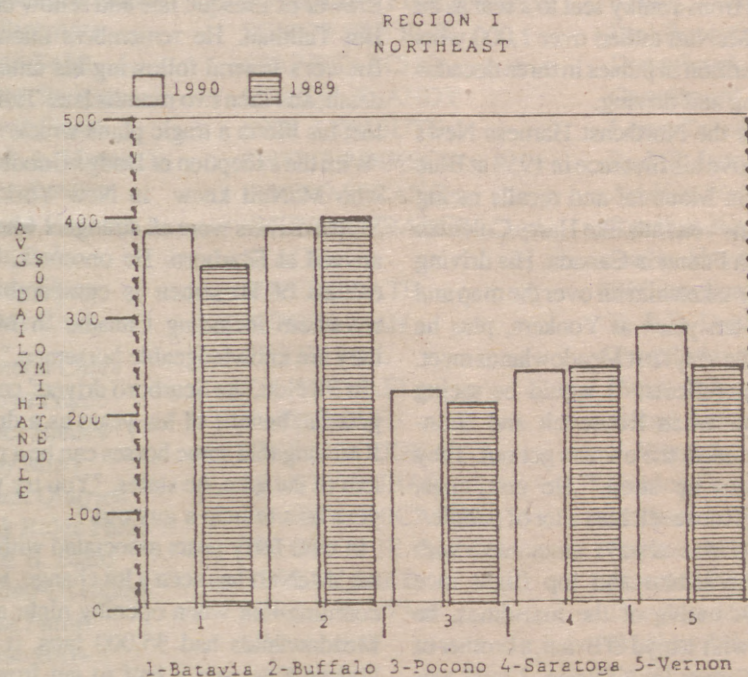
This fence keeps fans from the racetrack and the paddock.

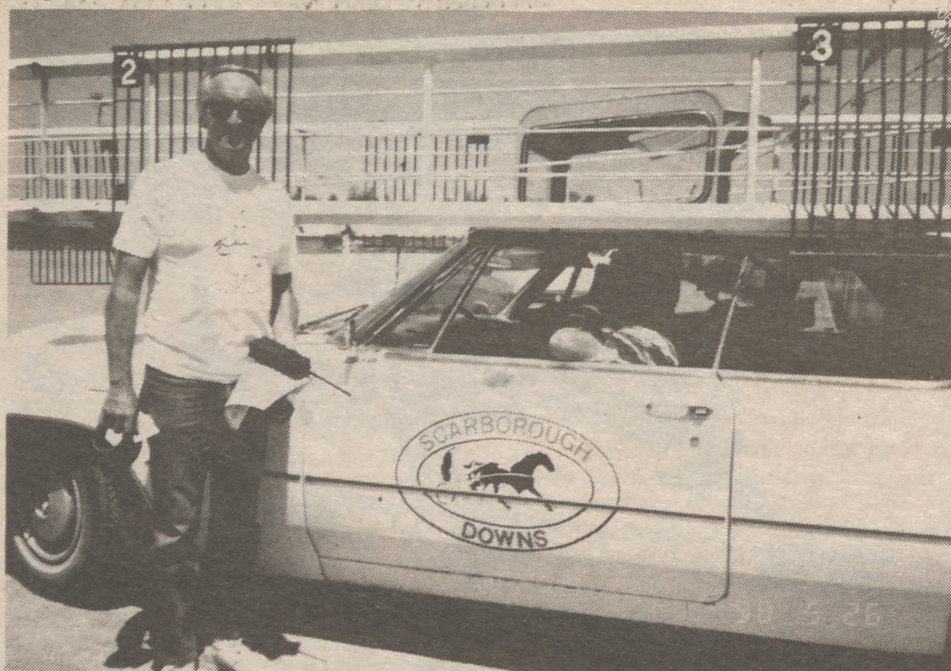


Beach Towel wins at Pompano Raceway.

Harness Racing At A Glance January-April

(Includes Off-Track & Intertrack Statistics)





Scarborough starter, Ken McNutt and driver Al Lader after a morning of qualifiers.

Ken McNutt: Starting A New Career

By Bob Lowell

Saying, "I didn't think it was ever going to warm up," Ken McNutt is spending his first season ever in Maine as Scarboro's starter.

Following stints as assistant starter at Brandywine and Dover, McNutt has switched from a sulky seat to a seat as an official. McNutt tallied over 1,000 wins and 4.3 million in purses in three decades of training and driving.

He tells the Northeast Harness News that he drove his first race in 1958 at Blue Bonnets in Montreal and recalls racing with Maine veterans like Harry Coleman and Ralph Fenno in Canada. His driving career has taken him all over the map and includes ten years at Yonkers, plus he drove at the very first Meadowlands meet.

McNutt reflects, "I would be racing now, but when Roosevelt and Brandywine closed, the owners got out. They just closed up shop." He continues, "Closing Roosevelt hurt a lot of people."

McNutt was always associated with quality horsemen and top flight race horses. A native of the maritimes, he broke in with Lloyd O'Brien, a brother of Hall-of-Famer Joe O'Brien, Lloyd was tragically killed by an automobile at Foxboro.

Gaining a reputation over the years as a capable catch-driver, he drove the great trotter Savoir, and for Roger White he was in the bike behind Sprite Kid.

On the pacing side of the ledger, McNutt drove two world champions, Meadow Blue Chip, aged mare, and aged gelding Shadyside Trixie, both sported records of 1:54.3.

In New York, he remembers driving with George Sholty, Del Insko, and Bill Haughton. McNutt comments, "Billy was the hardest working trainer I ever saw." He remembers that Haughton would be

at Roosevelt early in the morning after racing late the night before. Then he says Haughton would go to Brandywine and train more the same day.

While he was racing at Yonkers, McNutt shared an apartment with announcer Max Brewer of Presque Isle and fellow driver Jim Tallman. He remembers attending Brewer's funeral following his untimely death, and then two months later Tallman lost his life in a tragic plane wreck.

With the exception of Dudge Goodblood who McNutt knew in New York, the Maine drivers were all strangers when he arrived at Scarboro. He observes, "The calibre of horsemen is comparable to anywhere including Canada. In Maine they are knowledgeable horsemen."

In McNutt, the Scarboro drivers' colony gets the benefit of his years as a driver. Knowing that some horses can be a problem at the gate, he states, "You try to do your best to help a guy out."

In over forty years associated with racing, McNutt has seen a lot change. Re-counting that when opening night at the Meadowlands had 35,000 fans, it took him an hour and a half to get from his apartment to the track. Now other "gambling opportunities" like lotteries and casinos have killed racing in Philly and South Jersey.

A seasoned-pro, McNutt is a welcome addition to Scarboro. Very accommodating and articulate, McNutt personifies the type of individual that racing needs to keep.

He has a good sense of humor. And laughs while telling how he killed his first Maine mosquito. Al Lader who drives the starting car said that he shouldn't have done that, "a thousand will come to the funeral."

Maurer To Maine

By JEAN EMERSON

Charlotte Maurer, one of the most proficient scribes encountered to date, has moved to Maine. This change in residency, long one of her "make a wish" dreams, certainly adds depth to the harness writers colony here in New England.

Not only does Charlotte have an enviable background in writing, but she has hands-on experience in the breeding and racing game.

Her business background is impressive. She has worked at Dell Publishing Co., the office of the New Yorker, the Antioch College News Bureau, all this previous to becoming interested in harness horses.

About 1964 the Maurer family teamed up with trainer/driver Bob Peterson in the lease of Shady Oaks Farm in Yellow Springs, Ohio and purchased their first broodmare. The rest is history — more broodmares and racehorses were added, the farm was purchased in 1970 and for the next decade the Peterson/Maurer connection experienced the ups and downs encountered by those of us who operate on a "small farm basis."

In 1984 a disastrous fire wiped out the main barn and fourteen horses. As her husband, Bob, had recently passed away,

Charlotte found it necessary to back off in the racing game and restart the writing game. She found employment with Advancement Planning in Columbus, Ohio as a researcher, and writer, helping to edit harness racing publications, plus doing public relocations and promotions. This led to serving as editor to Dave Dolezal's short-lived Hub Rail, and then to Harness Horse when the two publications were combined.

More recently Charlotte has served as Executive Director of the Harness Horse Youth Foundation and presently is working as their Special Projects Coordinator. In this day and age of computers, fax machines etc. it is relatively simple to operate from an obscure base, hence the recent move to Alfred, Maine, where she has purchased a lovely contemporary home and ten acres of land. It's not hard to imagine that a barn is in the works for the immediate future.

As for this recent change in location, Charlotte recounts, "It is reassuring when you arrive at the Maine Turnpike and the attendant greets you with, 'Welcome Home!'"

The dream has become reality.



Charlotte Maurer "and friends" at her new residence in Alfred, Maine.

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Jean Emerson At 207-282-9295**

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Many thanks to those who have been so supportive of this publication.

It is sincerely appreciated. The Editor

(Please notify this office of any address changes, as it is costly to try and track you down.)

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Scarborough Downs

Welcomes You To The

"Summer Sophomore Pacing Series"

During The Month Of June

Also

Remember The Simulcast

June 9th

"The Belmont Stakes"

(5:30 With 6:30 Post)



Russian and Scarborough drivers meet in the winners circle at the Downs.

Downs Drivers Win American - Soviet Driving Competition

The top four Downs drivers — Dave Ingraham, Bruce Aldrich, Jr., Leigh Fitch, and Joey Mosher — had little difficulty besting the Soviet contingent of top harness drivers in an American-Soviet driving competition held at the Downs on Wednesday evening, May 16.

The Soviet team arrived at the Downs fresh off a victory over the top teamsters at Rosecroft Raceway in Maryland, and it included Vitaly Tanishin, the USSR's top-rated driver; Lev Karpinsky, the leading driver at the USSR's second-biggest track, Kiev Raceway; Alexander Nesjajev, the youngest of the four and the winner of the Soviet Union's Young Drivers award in each of the past two years; and Mikhail Kosloss. More experienced with trotters than pacers, the Soviet drivers were carded on two trotting events put together by Downs Race Secretary Rick Kane, as well as three lower-class paces. Points were awarded on a 50-25-12-8-5-3-2-1 basis.

In interviews before the competition, the Soviet drivers noted that they had experienced trouble in adjusting to the aggressiveness of their American counterparts, and this was something that would plague them throughout the evening. Nonetheless, the Soviets started well, taking a 67 to 39 lead when Vitaly Tanishin overcame being parked the entire mile to close late for a victory with Jim Brown's Oakley. The Soviets also picked up a third with Satan's Legend (Kosloss), but lost a fifth place finish when Leigh Fitch's objection against Nesjajev was upheld. This would be the high point in the evening for them.

A 1-2 finish in the fifth race vaulted the Downs teamsters into the lead to stay, as Leigh Fitch reversed the form on Dick Robertson's High Towner to come from off the pace to win in 2:04 over Bruce Aldrich and Resilience. The Soviets' best chance in the mile, Vitaly Tanishin with Mack's Speedy Edie, never got into the

race from the eight hole and finished seventh; after two rounds the Soviets trailed 125-87.

A 1-2-3-4 sweep in the next event (race seven) all but clinched the competition for the Americans, as Bruce Aldrich teamed his own horse (Speedy Ron) to a comfortable triumph in a \$1000 claiming pace. Joey Mosher held second with Royalview Fanny, Ingraham took third aboard Nate's Boy, and Fitch rounded out the American contingent with a fourth-place finish driving Jeff's Albastorm. Kosloss was a competitive fifth with Brandy Lil, while the other three Soviet drives were well-back.

The final two races reinforced the Downs dominance. Dave Ingraham took the ninth wire-to-wire with John DiStefano's Christopher John; Karpinsky was a distant second with Rebel Crown. In the eleventh, Aldrich registered another victory with a horse in his stable, as Lynn Su-

preme paced gate-to-wire in a seasonal best of 2:03.1; Mosher and Seaswift finished second. The final point tally read 375 for the Americans and 161 for the Soviets.

The fairly sizable Wednesday night crowd at the Downs truly saw a clash of cultures, at least in terms of driving styles. The Soviets, used to driving relatively slow trotters (Tanishin has driven one of the few Soviet sub-2:00 trotters, Sorrenro), exhibited a patient teaming style, waiting for a late rush and hoping then to get up. Very rarely would they leave (all five races had Downs drivers on top at the quarter, half, and three-quarters), and they also on the whole tended to be less aggressive than their Downs counterparts. In any case, it was an interesting experience, one in which the Downs drivers were able to prove again that they rank among the finest around.

By K.C. JOHNSON

